

HIGH PRIORITY PROJECTS—Continued

No.	State	Project Description	Amount
3672	AZ	Pave remaining stretch of the Turquoise Trail, BIA Route 4, which is a north-south road that joins AZ HW 160 in the north to AZ HW 264 in the south portion of BIA Route 4	\$2,000,000
3673	AK	Improve marine intermodal facilities in Ketchikan	\$25,000,000
3674	DC	Highway improvements to improve access to the Kennedy Center	\$5,000,000
3675	MN	Construction of four lanes on Hwy 53 between Virginia and Cook and construction of two passing lanes between Cook and International Falls	\$7,000,000
3676	OR	McKenzie highway enhancements, Lane and Linn Counties	\$3,100,000

In item 159 of the table contained in section 3038, strike “\$640,000” and insert “\$960,000”, strike “\$660,000” and insert “\$990,000”, and strike “\$700,000” and insert “\$1,050,000”.

On page 98 of the manager’s amendment, at the end of the table of projects for bus and bus-related facilities, add the following:

Project	FY 06	FY 07	FY 08
441. St. Paul, MN Intermodal Center	\$1,440,000	\$1,485,000	\$1,575,000
442. Albany, OR North Albany park and ride	\$256,000	\$264,000	\$280,000
443. Portland, OR Tri Met bus replacement	\$384,000	\$396,000	\$420,000

On page 158 of the manager’s amendment, strike subparagraph (C) of section 5403(1) that is proposed to be added at the end of subtitle D of title V by the manager’s amendment and insert the following:

(C) by striking “300,000 and that” and inserting “300,000,”; and

Mr. YOUNG of Alaska (during the reading). Mr. Speaker, I ask unanimous consent that the modifications be considered as read and printed in the RECORD.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

The SPEAKER pro tempore. Is there objection to the original request of the gentleman from Alaska?

There was no objection.

MAKING FINAL PERIOD OF GENERAL DEBATE PURSUANT TO HOUSE RESOLUTION 144 IN ORDER PRIOR TO DISPOSITION OF AMENDMENTS TO H.R. 3, TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that during further consideration of H.R. 3 in the Committee of the Whole, pursuant to House Resolution 144, the final period of general debate may be in order before the disposition of amendments.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

The SPEAKER pro tempore. Pursuant to House Resolution 144 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the further consideration of the bill, H.R. 3.

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IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 3) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, with Mr. HEFLEY (Acting Chairman) in the chair.

The Clerk read the title of the bill.

The Acting CHAIRMAN. When the Committee of the Whole rose earlier today, amendment No. 12 by the gentleman from Arizona (Mr. FLAKE) had been disposed of.

Pursuant to the order of the House of today, it is now in order to conduct a period of final debate on the bill.

The gentleman from Alaska (Mr. YOUNG) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 5 minutes.

Does the gentleman from Oregon (Mr. DEFAZIO) claim the time?

Mr. DEFAZIO. Mr. Chairman, I claim the time on behalf of the gentleman from Minnesota (Mr. OBERSTAR) as the subcommittee ranking member.

The Acting CHAIRMAN. The Chair recognizes the gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. Mr. Chairman, I yield myself such time as I may consume, and I further yield to the gentleman from South Carolina (Mr. SPRATT) for a colloquy.

Mr. SPRATT. Mr. Chairman, I thank the gentleman for yielding.

The gentleman from South Carolina (Mr. CLYBURN) and I had an amendment that we filed yesterday to forgive the debt owed by the Pee Dee Regional Transit Authority to the Federal Transit Administration. We are not going to bring this amendment up for a vote, but I would like to engage my colleague, the gentleman from Alaska

(Chairman YOUNG) in particular, in a colloquy on this issue if agreeable.

Mr. Chairman, the Pee Dee Regional Transit Authority, PDRTA, is responsible for transportation and transit services in an area which encompasses 20 percent of South Carolina, more than 5,300 square miles in some of the most poorest, most rural areas of our State.

In the year 2000, the Federal Transit Administration’s triennial review found that PDTRA had incorrectly used revenues from contract services as local match for operating assistance grants. The PDRTA finance director at that time determined that PDRTA owed an amount of \$895,083 to the FTA, although this number has not been verified by audit by the FTA.

PDTRA has completely replaced their management, reformed their business practices, and begun quarterly payments on the debt of around \$20,500. With an overall budget of \$3.5 million, these quarterly payments have crippled their ability to expand services and to improve access to jobs and medical facilities in this underserved region.

For this reason, the regional administrator of the FTA expressed in a January 31, 2001, e-mail to me that he supports PDTRA’s efforts to obtain debt forgiveness. The gentleman from South Carolina (Mr. CLYBURN) and I both support the regional PDTRA administrator’s position in favor of debt forgiveness. I am just asking the chairman and ranking member for help in trying to resolve this matter in conference.

Mr. YOUNG of Alaska. Mr. Chairman, reclaiming my time, the regional transit authorities are important to transportation in rural areas. I would be happy to discuss this matter further with the gentleman from South Carolina (Mr. CLYBURN) and the gentleman to determine whether we can help with the problems in South Carolina.